

No. 5962 號一十六百九千五第 日十二月一十年子丙緒光 HONGKONG, THURSDAY, JANUARY 4th, 1877 四拜禮 號四月正英 港香 [PRICE \$2. PER MONTH.]

	Announcements.	To be let.	Intimations.	Auctions.	Notices of Firms.	Intimations.	Intimations.
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INTIMATIONS.

TEATR DRAMATICO COMPANY
H.M.S. "Midok" will give
PERFORMANCES
TOW EVENING, January 5th, and
MONDAY, January 6th.
"THE MEET FOR THE DEFENCE"
AND THIS MEET-THE EYE
"THE ARRA BELLE"
begin at 8.30 p.m. Performance
at 9.
may be obtained at the R. A. C.
Morgan's Mess, and H.M.S. "Midok"
Front Seats, 31; Second Seats,
Back Seats, 25 Cents.
DON SAVE THE QUEEN.

SINGAPORE AND
Teamship

"NAMO." -
Westoby, will be demolished for the
on TUESDAY, the 9th instant,
Lighter Passage, apply to
DOUGLAS LAFRAIK & Co.
Jackson, 84 January, 1877.

NOTICE.
THIS DAY Established myself
as a PORT and MERCHANT and COL-
LECTOR-AGENT.
J. ALEXANDER.
Amoy, 1st January, 1877.

TRADE MARKS.-We hereby give Notice
to all the Trade, Marks, Stamps, and
Stickers, to the late Firm of Messrs
GRILLAN LONG & Co. of 16A, Ja-
son, Manchester, or used in any way
in their Business, have been pur-

MOUAT, DEWEES
 100, Market Square, Manchester, 2

PAK HONG HOTEL COMPANY
LIMITED.
NOTICE TO SHAREHOLDERS.
ORDINARY HALF-YEARLY
MEETING OF SHAREHOLDERS OF
THE HONGKONG HOTEL ON FRIDAY
EVENING AT 8.30 P.M.
TRANSFER BOOKS of the Company
CLOSED FROM the 12th to the 22nd
ORDER of the Directors,
LOUIS HAUSCHILD
Secretary.
Hongkong, 2nd January, 1877.
L. & A. R.
HOUSE AND ESTATE AGENTS
RENTS COLLECTED.
BROWN, WATSON & Co.,
UNDERTAKERS,
PRINTING STATIONERY, &c.

9, HOLLYWOOD R.

ASSUMEDLY, BUT NOT
 DESCRIBED PRACTICALLY,
 By R. M. TALEOT,
 published, and favourably noticed by
 the Press in Hongkong and Shanghai.
 PRICE TWO DOLLARS.
 SOLD BY
 J. LANE, OF LAMWOOD & Co.
 & GEORGE FALCONER & Co.
 & BROADBENT, ANTHONY &
 LAMBERT, ATKINSON & Co.
 Hongkong, 30th November, 1878.

Notices to Consignees.
 THE SHIPMENTS OF OPTIONAL CARGO
 OF S. O. S. CO.'S S.S. *DIOMED*,
 FROM LIVERPOOL,

Shipping Orders must be obtained

Shipment per Steamer
BUTTERFIELD & SW

HONGKONG, 20th January, 1877.
LEAN STEAMSHIP COMPANY.
 SIGNEEES per Company's Steamship
 "STORMED" are hereby notified that
 the following Goods have been landed
 at the Consignee's risk. The Goods
 will be at Consignee's risk. The Goods
 ready for delivery from Craft or
 on and after the 1st January, 1877.
 The Goods are to be delivered at the
 Consignee's risk. The Goods are to be
 delivered after the 8th Jan
 will be subject to Rent.
MUTTERFIELD & SWIRE, Agents.
 9 Hongkong, 20th January, 1877.

expense. M

Hongkong, 2nd January 1877.
THE STEAMER ALONA, Master, FROM LONDON, via SINGAPORE.

SIGNIERS of Cargo by the steamer are hereby informed that are being landed and stored at their Godowns of the Undersigned, delivery may be obtained. Signies wishing to take delivery of from the boats alongside the wharf, to do so.

are remaining in store after the 5th subject to rent.

Cargo will be forwarded to the contrary is given until 3 o'clock **AFTERNOON**.

of Lading will be countersigned by **Wm. KUSTAU & Co. Agents.**

TEAMSHIP ESMAY
- AMOY.

ASSIGNERS of B in diamond,
SUGAR and of other
Sugars are requested to take
delivery.
impeding the discharge of the
sanded by the Underaligned at
's risk and expense.
A. MACG. HEAT
Hancock, 2nd January 1897.

STEAMSHIP MILKING.
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.
ASSIGNERS of Cargo port Steam
Sugars, from London to South
Sugars, are hereby in
God's name being landed and
sugars at the Company's Godowns,
may be obtained immediately

SATURDAY, the 30th

The remaining unclaimed after SA
 the 6th January, at Noon, will be
 to rent and landing charges.
 Fire Insurance has been effected.
 H. xv. POU
 Agent,
 Hongkong, 29th December, 1876

It is to be feared that he will have to retire from the work for which he has shown himself so well fitted.

The year has not been a prosperous one for China in a material point of view. Short crops have prevailed in many parts of the southern provinces, and part of Fokien was, on the 11th and 12th June, the scene of a disastrous inundation, by which hundreds of lives were lost, enormous damage was done to property, and thousands rendered completely destitute. This was supplemented in Fokien on the 27th November by another calamity in the shape of a huge conflagration by which more than two thousand houses and shops were destroyed, and great distress caused. Up in the North, more especially in Shantung and Chili, owing to the long-continued drought, the harvest of the wheat and other crops has been, and still are, experiencing all the horrors of famine. Numbers of them have migrated to Manchuria and to the more favoured districts of Kiangsi and Anhui, but multitudes are suffering keenly and must inevitably be starved to death unless the Imperial Government take some measures to relieve their distress. In Chili the Viceroy has done a great deal to mitigate the distress prevailing, but in Shantung the provincial authorities display great apathy and indifference in the matter. Trade is, of course, adversely influenced by the want and distress experienced in the North, and it cannot be expected that foreign products will be very bright under such circumstances. It is to be hoped, however, that a better harvest will be gathered this year, in which case trade might be expected to improve.

The most notable event in Japan during the past year was the amicable settlement of the difficulties between that country and Corea on the 27th February, when a treaty of commerce and friendship was signed with the Japanese Emperor in Corea. By this treaty the Corea ceded a small island on the coast and opened three ports to trade with Japan. These ports are also open to other foreigners on condition, however, that they consent to be amenable to Japanese law. By this agreement war was happily averted, and the Corea were compelled to give satisfaction for the outrages of which they had been guilty. There are some signs that they are likely, through the Japanese, to become infected with the spirit of progress. As proof of this proposition it may be mentioned that the Corea Government has recently applied for the services of a European naval architect in the practice of Western nations.

A rebellion that at one time threatened to assume formidable dimensions broke out in Japan a short time back. It originated at Kumamoto, a caravan town in the Ili-go ken, where on the 24th October a body of samurai soldiers attacked the barracks and put down the garrison without meeting any resistance. The insurrection spread to Choshu, Aikida, and Yamaguchi, and was not repressed until several sanguinary battles had been fought. The Government took prompt and energetic steps to crush the revolt at the outset, and it was owing to this vigorous policy that it was so successfully put down. The insurrection originated in the dissatisfaction felt by the shizoku at a Government measure for the capitalization of the incomes of the nobles and gentry, added to a general desire among the reactionist party to restore the ancient regime in Japan, and get rid of foreign influences. The attempt, however, failed miserably, and is to be regarded as a last struggle of the feudal with the new order of things in Japan.

The year has been a fairly prosperous one to the Japanese. They have experienced good crops of rice and other cereals, and are exporting some of their surplus grain to Corea, where famine prevails, owing to the drought of the summer. The year has not been a successful one for the Japanese, however, for on the 25th November Tokyo was visited by one of the largest fires on record in Japan. Between eight and nine thousand houses were reduced to ashes, and property to the value of some five millions of dollars destroyed. About half a million people were killed, and over half a million were rendered homeless. The fire broke out in the district of the city known as the Yamanote, and spread rapidly, and the district, consequently, has been partially relieved by subscriptions made for that purpose by natives and foreigners. It is hoped that the occurrence will be a lesson to the authorities to provide the capital with efficient fire engines, as there are doubtless two or three thousand people working on the last occasion would have saved millions of dollars and widespread distress.

In the early part of the year the Spaniards fitted out a formidable expedition for the conquest of the Sulu Islands, the inhabitants of which had long, by their piratical practices, been a source of trouble and danger to the commerce of the Philippines. Accordingly a large naval and military force left Manila in February and effected a landing at Patutu on the 23rd of that month. On the 25th the troops marched through the jungle to Jolo, the capital, losing a considerable number of men on the way. On the 26th, however, after a severe battle, they succeeded in making themselves masters of the place. Since then, the Spaniards have retained Jolo, but how far they are able to make their authority really felt is problematical. There was, of course, a good deal of venting over this great victory, which was rather dearly purchased. The main body of the expedition returned to Manila in April, leaving a thousand men to garrison the fortifications of Jolo.

The following disasters at sea have occurred in these waters during the year. The American ship *Surprise* from New York to Yokohama, with 1,400 tons of cargo, struck on Plymouth Rock, near the latter port, on the 4th February, and soon became a total wreck. The Chinese merchant ship *Chang*, of Canton, was wrecked on the 20th March, and sank off the coast of Japan. The crew took to the boats and arrived safely at Shanghai three days later. The British bark *Liberty*, bound from Manila for San Francisco, was lost off the coast of Great Japan on the 1st April. All the crew and part of the cargo were saved. The Danish bark *Thetis*, bound from Yokohama to Copenhagen, was wrecked on the 18th August, and became a total wreck, but the crew were saved. The American bark *Liberty*, bound from New York to Yokohama, was wrecked on the 15th August, and became a total wreck, but the crew were saved. The American bark *Liberty*, bound from New York to Yokohama, was wrecked on the 15th August, and became a total wreck, but the crew were saved.

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